

HAWAIIAN GAZETTE

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INDUSTRIAL EDUCATION.

Educationists and educators in Hawaii were long ago fully imbued with the importance of manual training in connection with common school education. In fact the idea took hold here, judging by the invariable favor it received whenever discussed, as far back as the time the agitation for industrial education had become strong in the United States—say twenty years ago. Yet in putting the idea into practice it must be confessed that Hawaii has lagged far behind, in so far as its public school system is concerned. Manual training here has had its chief development, in a systematic way, in private schools. Lahainaluna, an industrial school from its foundation by the American missionaries about seventy-five years ago, is a creditable exception to the statement just made. Its pupils successfully raise crops on the seminary farm, work at the carpenter and blacksmith trades, make implements for themselves, erect and repair buildings, manufacture furniture therefor, etc. At present Lahainaluna is probably on a par, in the matter of industrialism, with those most useful private institutions—Kamehameha schools for boys and girls, Hilo boys' boarding school, the Kohala girls' seminary on Hawaii and the Mannaolu girls' seminary on Maui.

Other than Lahainaluna—also excepting an established method of teaching lace-making to girls in the public schools—there are none of the schools maintained by the Territory where practical means of earning a livelihood with the hand are systematically imparted to the pupils. Creditable beginnings have been made in forms of simple handicraft in various schools scattered throughout the Territory. Yet in these instances the work is the accidental result of having teachers who are convinced of its value and, with the best encouragement the educational authorities can afford, initiate and carry it on as a voluntary part of their duties. The Board of Education and its executive officers for many years past have been very desirous of establishing a system of industrial training. It is not with our educationists and leading educators that the responsibility for the lack of progress lies. Had they been provided with the means, within two decades past, the Hawaiian public school system would show as much advancement in this respect as it has done in the matters of improved school architecture, keeping up with the rapidly increased demand for accommodation and supplying of home-normally trained teachers. It would hardly be just, though, to throw blame on our legislators for the omission to provide more amply than they have done for industrial education. The needs of our educational system in ordinary have been such as to absorb more than the department's estimates—that is, for keeping the service abreast of established demands if not even from retrograding—in any period within a considerable range of memory. Therefore provision for enabling the system to make any radical advance along new lines of development would have been almost out of the question. In the period before this one, indeed, economy of a drastic nature, even threatening the efficiency of the schools, had to be exercised. Yet the legislatures have not used the pruning knife on educational estimates to an extent out of proportion to the trimming of the figures submitted for other services. The educational authorities have generally asked for about what they were reasonably certain of receiving, and that would not admit of anything very appreciable for a new branch of instruction—as manual training of any comprehensive scope would be.

While, however, the Territory is behindhand in industrial education, the idea is gaining ground here and will ultimately control public opinion to the extent of compelling tangible results. The counties could find no better way of initiating a jurisdiction over education than by each one taking up the matter of manual training, subsidizing schools at proper distances apart for this particular purpose. At last session of the Legislature the counties obtained very substantial gains in the revenue apportionment between them and the Territory, and the returns they give to the people ought to be correspondingly beneficial. They can find nothing more valuable to confer upon their respective populations than placing the cause herein advocated on a working basis.

By way of stimulus to local public opinion on this subject some facts and figures with regard to industrial training in Chicago may here be given. One specialist, Robert M. Smith, has been supervisor of manual training and household arts departments of the Chicago public schools for the past sixteen years. There are now two hundred and fifty-five of the city's schools having these benefits, with five high technical schools to which are admitted only graduates of the eighth grade and elementary schools. There is no age limit and night sessions are better patronized than the day schools. So great is the demand for admission that a new building is being erected at an outlay of \$650,000, the equipment of which will cost \$140,000 more. Last year the Board of Education furnished \$210,000 from its own resources for manual training and technical high schools, its expenditure upon the entire system being \$13,000,000 which will be increased to \$15,000,000 the coming financial year. R. T. Crane, a millionaire manufacturer, gives an annual subscription of \$20,000 to promote the manual training department in the elementary schools.

Chicago's system is described as a combination of the methods of technical elements and the methods of useful objects, the whole done along factory and business lines. The pupil is given a general knowledge of the process of manufacture, with an opportunity to specialize according to his inclination. This is the course of study: First year, carpentry, joinery, cabinet making, pattern making; second year, forge and foundry work; third year, machine shop work; fourth year, electrical engineering; fifth year, the encouragement of original research or invention; and this is done by public discussion and debate, with illustration from existing machines and tools.

AUTOMOBILE REGULATIONS.

Paris led the world in bringing the automobile to a practical standard and France today leads all nations as an exporter of horseless carriages. Therefore the fact lately reported, that the frequency of automobile accidents in France has led to the formation of a society of protection against the abuses of automobiling at Paris, ought to be regarded as peculiarly significant. This Parisian example should brace up the county authorities of Hawaii in making and enforcing regulations to control automobiling, not only on behalf of the general public safety but for the protection of those who, casually or regularly, ride in automobiles. As has been exhibited in some of the much too frequent automobile accidents here, persons riding in the vehicles without having control of them are the victims of the incompetence or the recklessness of the chauffeurs.

The organizers of the Paris society mentioned announce that they do not seek to interfere with the legitimate enjoyments of motoring, but they believe that restrictive laws should be enacted. They propose to circulate petitions throughout the republic which will be presented to parliament. The memorial will ask for more rigid speed laws and other safeguards. Material support will be afforded by the society to the victims of irresponsible automobiling in their efforts to secure reparation.

With reference to the statement that the society does not purpose to attempt any undue interference with automobiling, the spirit thus evinced as its counterpart here and probably everywhere that this advanced mode of locomotion has become common. There is no popular war against it in itself, but quite naturally where its users assume, judging by their acts, to claim superior right of way upon the public highways an antagonism in proportion to the aggression is developed. A condition amounting almost to civil war has been produced in some places by this cause.

Like other modern inventions, the automobile has introduced new conditions with corresponding problems for solution. The making and maintaining of roads form one subject whose treatment must necessarily be modified from long used standards on account of the advent of the automobile. If the speed capacity, not to mention the weight of auto-motor vehicles, continues to increase, in general use of the invention, it must soon become a question indeed if separate highways must not be provided for the machines—or at least existing roads and those to be built widened to admit of segregating a portion thereof for their exclusive use.

FAIR COLONIAL RECORD.

A great deal was heard—upon the acquisition of the Philippines, Hawaii and Porto Rico, and the assumption of a protectorate over Cuba—about the inexperience of the United States in colonial administrative business. There was more or less admission of difficulties ahead on the part of proponents of expansion, together with very much prophecy of calamity from its opponents, based on the fact of such inexperience. It was truly an enormous contract to be undertaken at practically one sweep of Uncle Sam's arm. Yet in the nine years since elapsed, the performances under the contract will compare favorably with any showing the older colonizing powers have made, even allowing them much longer periods for the comparison.

Taking Hawaii to begin with, for over seven years it has enjoyed self-government under the Stars and Stripes in almost equal degree to that which the ancient colonies now composing Canada possess under the Union Jack. The advantage of the comparison is rather with Hawaii, putting its free trade with the United States against fiscal independence of the Dominion. Hawaii also has an elective representative on the floor of Congress, while Canada has no direct voice in Parliament.

The Philippines have been administered by able American statesmen on the ground. They have been blessed with the beginning of a public school system, protected from fanatical disturbers of their peace from among the inhabitants of the islands, given regular steamship and telegraphic communications with the new mother country and, lastly, introduced to the opportunity of working out a measure of self-government with the prize of independence tacitly promised to crown their success in the experiment. In the meantime, too, the Philippines have the Washington administration party fighting to give them complete tariff union with the United States instead of the concession of 25 per cent off the import duties on domestic products of the islands.

Porto Rico has had partial home rule for seven years past, with a resident commissioner at Washington, and prospers under free trade with the mother country.

Cuba has been protected from anarchy and left to conduct its own internal affairs, though America's temporary military administration of the island might better, for Cuba's good, have been continued. This is shown in part by the recrudescence of yellow fever just now reported, after it had been for some years banished by the American sanitary measures. There have been results of internal development from the tacit responsibility the United States assumed for public order, sufficient in themselves to prove that Cuba as a colony or political territory of the Union would have by now become one of the most prosperous countries on the globe. In proportion to the interference exercised, indeed, has been the material development of the island.

So experience is not all. According to Lord Curzon, former Viceroy of Egypt, Great Britain's experience in colonial government is not yielding the fruits that should have been expected. At a banquet given in his honor as Chancellor of Oxford University, the latter part of July, Lord Curzon expressed the opinion that the trouble in India was only skin-deep, at the same time strongly criticizing what he described as Great Britain's "unscientific huggler-mugger method of administering the Empire." He said that no country in the world had such a reserve of experience and authority in the art of civil government, and made such little use of it. The Colonial Office, this eminent administrator said, was made up of permanent officials, many of whom had never set eyes on the colonies they administered, and he asked why there should not be an imperial council of some kind to assist in their administration.

It is significant that the serious defect in British colonial administration indicated by Lord Curzon—the neglect of contact between the ruling officials and the ruled peoples—has been avoided in the American colonial experiments. The colonial system of the United States may have been rough hewn out of inexperience, yet it seems to have been adapted, through the exercise of plain American common sense, to meet fairly well the exigencies abruptly presented.

Announcement in late exchanges of the death at Louisville, Kentucky, on July 24, of Colonel Will S. Hays, river editor of the Courier-Journal, song writer and poet, recalls the saying of Andrew Fletcher—"I know a very wise man who believed that if a man were permitted to make all the ballads, he need not care who should make the laws of a nation." Colonel Hays did not make all the ballads of the war time but at that time and after his songs rang through every town. He always claimed the authorship of the original words of "Dixie," and that he was responsible for the arrangement of the music. It would appear that his version of this Southern ditty was written at the outbreak of the war, but the words were considered so sedition that the writer was arrested and compelled to change them. By that time Dan Emmett, the minstrel, had written his song, and his publisher had it copyrighted. So Hays was robbed of what has become a national classic in its line. "Mollie Darling" was the most famous song Col. Hays produced, its sales having reached two million copies in America and Europe. "Keep in de middle ob de road," "The old log cabin in the lane" and "Signal bells at sea" are among other highly popular productions of Hays, who was seventy years old when he died—not of old age but of vertigo, caused by a stroke of paralysis suffered in the Iroquois Theater fire in Chicago, on December 30, 1903.

Dr. Peter Bergell of Berlin is credited in late prints with having discovered a serum which immunizes against typhoid fever and prevents intestinal perforation if injected during an attack. The discoverer is the chief assistant of Prof. von Leyden in the officially subsidized cancer research which is now proceeding in Germany. Reports of cures of desperate cases with the new process have already been published. Dr. Bergell states that the discovery has been taken up by the German ministry of war, which believes that it promises to be an immense aid in fighting the ravages of typhoid in the army. To the average layman the variety of serums now extant for a corresponding array of maladies will suggest the question of whether the human body can stand being shot up with the whole assortment. If it can not, then must one make his own guess as to which of the maladies he had better, to his serum capacity, fortify himself against? Should the hypodermic prevention of diseases be made compulsory like vaccination, it will go hard with the poor to keep themselves professionally certificated for avoiding quarantine.

For weeks during the recent strike in Butte, Montana, no newspaper was published there, and the merchants had to depend for publicity on bill-boards and dodgers. The result was that business fell off from twenty to fifty per cent, which was attributed by the business men solely to the fact that they had no newspapers to act as advertising mediums. It is said that the theaters, usually the most active supporters of bill-board advertising, suffered even more than the merchants from loss of patronage. This experience is being largely drawn upon to point the moral to advertisers that the loss of the bill-board would be no great sacrifice of prosperity, while it would be a considerable esthetic gain.

Mr. Milverton would have been paid well for every day he had to wait for a steamer to take him hence. So the transportation defense is rather flimsy. If he owed the Government no courtesy, even in return for two months' vacation on full pay, Mr. Milverton at least owed himself and his profession the respect that comes from the keeping of engagements. He promised a brother attorney to be ready, at any day after his return from the Orient, to argue a certain cause in court. Yet he slipped away without a word to the other attorney about the matter and, owing to peculiar circumstances, thereby upset very important business arrangements of the latter's firm.

"It seems to be still the rule that it is hard to leave these shores without catching just beyond Koko Head the echo of the swinging hammer," the Star says in closing an impassioned defense of ex-Deputy Attorney General Milverton's conduct in throwing down his late generous paymaster, the Territorial Government. A fugitive from the obligations of honor is entitled to no more immunity from public disfavor, on account of his flashing heels, than a fugitive from justice.

If Captain Olsen had been in Captain Cook's place Hawaii might never have been discovered. Instead, perhaps, there would only be to show for the Paradise of the Pacific today a letter in the British Museum from the commander of the Discovery to the Earl of Sandwich telling him his blooming islands could not be found.

It is now in order for Carlos A. Long to resign from the Board of License Commissioners. His new office of Second District Magistrate is inconsistent with the retention of the other position. Any day he may be called to preside in the District Court with liquor license cases on the docket.

One of the reasons advanced by Schmitz why he should be released from jail, and the main reason, was that he had to be free to attend to the affairs of the city government. This leads the News Letter to remark that that is the very reason he is kept locked up.

A CRITICISM REVIEWED.

"Refund Bill" will see, by another perusal of the article he comments on, that the Advertiser gave no occasion for anyone to misunderstand what it said about the financial conditions of Canada and Hawaii as related to their respective mother countries. "The advantage of the comparison is rather with Hawaii, putting its free trade with the United States against fiscal independence of the Dominion," was a statement referring to the main differences between the positions of the two countries. The "advantage" is that of free trade with eighty-five millions of people as compared with the relation of a foreign country in trade matters subsisting between Canada and Great Britain with its forty-two millions of people.

Our correspondent is not correct in saying that Canadians can use vessels of any nationality for their trade if his reference is to the operation of coastwise laws such as, now, cause some inconvenience to Hawaii. More than thirty years ago the United States and Canada abandoned coastwise reciprocity, so that a vessel from one country calling at various ports in the other could not, as was formerly the case, conduct any traffic between such foreign ports.

As to the assertion that Hawaii, without fiscal subjection to the mother country, could still have free trade with her and enjoy the benefits of her protective tariff, people here will smile who remember the perennial trepidation felt in Hawaii, which wet blanketed enterprise, over the oft-threatened abrogation of the reciprocity treaty.

Secretary Straus is applying for remission of the penalty of one thousand dollars for the traveling of himself and party from here to San Francisco in a foreign steamship. The War Department is chartering more foreign vessels to carry coal between domestic ports on the Atlantic and the Pacific. Surely, in view of these official instances of getting around the restrictions of the coastwise law, the bare suggestion of a temporary suspension of the restrictions to relieve a very damaging condition of things for Hawaii ought not to arouse resentment either at Washington or in the board rooms of the steamship companies.

Only within a month past has Scotland Yard, the London detective headquarters, had a telephone service installed. For a place famous the world over for its up-to-date rogue-catchers to be nearly thirty years behind the age in adopting such a facility as the telephone is amazing. "It is hoped," a London dispatch naively remarks, "that the new system will materially aid in the detection and the capture of criminals, for heretofore much precious time has been lost by the authorities in gaining information."

A scientist is spending the summer at Atlantic City trying to find out why a man will fall in love with one girl rather than with another. Life at the seashore makes it more interesting and difficult for a real scientific person. To the ordinary investigator it is all a matter of clothes. At a place like Atlantic City the professor will get at the naked facts.

Mr. Hannestad makes a good suggestion relative to the lumbering of forests. It is the same as the policy in force in Germany. There for every tree culled in a forest under government control two trees must be planted.

Many compliments are passed on the new Board of Supervisors of San Francisco. All of which seem empty and sarcastic to a former City Executive who is under detention in a public institution.

There is a good deal of plain talk about the Peace Conference at The Hague. It doesn't seem to be yet further forward than the skirmish lines of the great peace question.

The Korean language is said to be very simple. It seems not to have been vigorous enough to raise even a feeble protest against Japanese usurpation.

Who has the figures to show that the awning ordinance will cost the taxpayers \$10,000?

WRONG PERSON
MADE AFFIDAVIT

The Supreme Court yesterday filed a written decision in the case of Samuel L. Wong vs. Isaac S. Kalu, decided the day before. In this case suit was brought on four promissory notes made by the defendant in favor of the plaintiff. The defendant filed a general denial and with it an affidavit by one of his attorneys "that he is informed by said defendant and upon such information he alleges and avers that said defendant has a good defense to this action on its merits, to wit: that there was an entire failure of consideration for the promissory notes." This answer was stricken from the record on motion of the plaintiff, and the defendant declared to be in default by the trial court, and judgment was entered up accordingly. The defendant excepted. The Supreme Court overrules the exceptions and holds that the trial court was correct in its ruling, as the affidavit did not comply with the requirement of the statute in such issue, that the defendant or some person on his behalf, cognizant of the facts, should make the affidavit of a good defense.

SAD BEREAVEMENT
IN ASCH FAMILY

Mr. and Mrs. Julius Asch and family suffered a very sad bereavement in the death of their daughter and sister, Miss Minna Asch, which occurred at 10 o'clock yesterday morning in the Queen's Hospital. She had undergone an operation for appendicitis on Monday and seemed to be in a good way for recovery when, on Wednesday, hemorrhage took place and the patient began rapidly to sink. That night the family was informed that there was no hope.

What makes the loss especially grievous is the fact that Minna was one of twins, comely and modest girl who could only be told apart by their own family and intimate friends. They were greatly attached to each other. The lamented young lady was seventeen years, three months and twenty-two days old at death.

The funeral will take place from the Roman Catholic cathedral at 1:30 Sunday afternoon, being delayed to await the arrival of Julius Asch Jr. from Kauai, where he went to spend a two weeks' vacation from the Rapid Transit service. He was informed of his sister's death by wireless and replied the same way that he would come home in the steamer W. G. Hall Sunday morning.

SICKNESS COMES WHEN LEAST EXPECTED.

A little forethought may save you no end of trouble. Anyone who makes it a rule to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand knows this to be a fact. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.

TRAGEDY AT THE
SETTLEMENT

President Pinkham received word yesterday of an appalling tragedy at the leper settlement. Kahoomana killed J. K. Mia by crushing the top of his skull by a blow with a hammer. He then turned on his wife and attempted to kill her with the hammer, but she managed to escape with some severe bruises. Kahoomana then turned on himself and with a knife stabbed himself so that he afterward died in spite of the efforts of medical and surgical service to save his life.

Jealousy was the cause of the killing. Mia is a leper in whom the disease is well-advanced. Recently one of his feet was amputated and he went to live with Kahoomana and his wife in order that he might be cared for by them. Kahoomana has had a bad reputation for being jealous and quarrelsome, and Mia was warned before going there. But he went nevertheless.

Happy Women

PLENTY OF THEM IN HONOLULU,
AND GOOD REASON FOR IT.

Wouldn't any woman be happy. After years of backache suffering. Days of misery, nights of unrest. The distress of urinary troubles. She finds relief and cure? No reason why any Honolulu reader should suffer in the face of evidence like this:

Mrs. Emma Vieira of King street, Honolulu, Hawaii, says: "For three or four years I had the misfortune to be afflicted with an aching back. The pain and discomfort this entailed on me can be better imagined than described. I have two children, and it was of course difficult for me to attend to them while oppressed with suffering. The way in which I found relief eventually was by using Doan's Backache Kidney Pills, procured at the Hollister Drug Co.'s store. They did me a great amount of good, as I now testify. I should certainly recommend those who have backache or any other form of kidney trouble to try Doan's Backache Kidney Pills."

Doan's Backache Kidney Pills are for sale by all dealers. Price 50 cents per box (six boxes \$2.50). Mailed on receipt of price by the Hollister Drug Co., Ltd., Honolulu, wholesale agents for the Hawaiian Islands.

Remember the name Doan's, and take no other.

Somebody placed a torpedo, such as is used in railroad signaling, on the track of the Rapid Transit Company on Liliha street yesterday forenoon. When the car came along it exploded the torpedo, loosening the ground about it a little and also lifting the car slightly. At first it was thought an effort had been made to destroy the car by dynamite, but an investigation revealed the real nature of the matter.